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MARITIME SAFETY COMMITTEE  
75th session  
Agenda item 17

MSC 75/17/29  
12 April 2002  
Original: ENGLISH

## PREVENTION AND SUPPRESSION OF ACTS OF TERRORISM AGAINST SHIPPING

### Government obligations

#### Submitted by the United States

#### SUMMARY

<i>Executive summary:</i>	This document provides the United States proposals for government obligations to improve maritime security.
<i>Action to be taken:</i>	Paragraph 17
<i>Related documents:</i>	MSC 75/17/1, MSC/ISWG/WP.3, MSC/ISWG/WP.4, MSC 75/17/2/Add.1

#### INTRODUCTION

1 The intersessional meeting of the MSC Working Group on Maritime Security (ISWG) which met from 11-15 February 2002 considered a comprehensive set of proposals to improve maritime security submitted by the United States. The mandatory provisions included in the United States proposals were focused on ships, ports and the people on the ships and in the ports.

2 The ISWG noted that these mandatory provisions were chiefly directed at the ships and ports, but the obligations of Governments were not fully addressed and agreed that further work was required to develop appropriate regulations. Member Governments and other interested international organizations were invited to submit proposals on this issue to MSC 75.

3 Attached in the annexes are the United States proposals on Government obligations to improve maritime security. Annex 1 contains proposed amendments to SOLAS (changes to annex 1 of MSC 75/ISWG/WP.4); annex 2 contains proposed text to Part A of the Security Code (changes to annex 2 of MSC 75/ISWG/WP.4); annex 3 contains proposed text to Part B of the Security Code; and, annex 4 contains a proposed format for a Ship Security Certificate (an addition to Appendix 1 of SOLAS).

#### DISCUSSION

4 As discussed in MSC 75/17/1, the United States believes a robust security infrastructure is necessary to address all issues and concerns. To assist the Maritime Safety Committee in addressing these security concerns the U.S. proposes initiatives, security measures and procedures that address awareness, prevention, response and consequence management. This

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document presents many new concepts to ensure security control and measures for enforcement by Contracting Governments and Administrations.

### **Applicability**

5 It is the U.S. opinion that fixed and floating platforms as well as Mobile Offshore Drilling Units (MODUs) that are on location should be considered port facilities. Security measures for these platforms are essential to preventing unlawful acts that may threaten or impact the shipping lanes, port infrastructure, and other areas in the vicinity of a Port State. In addition, in order to ensure that ships servicing platforms are included, the U.S. proposes to amend the definition of ship/port interface by deleting the words “engaged on an international voyage.” Furthermore, the U.S. proposes that MODUs that are not on location be considered ships for the purpose of the application of this Security Code. The United States has incorporated the above applicability into the terms used for ships and port facilities within the proposed Security Code.

### **Security levels**

6 The U. S. proposes mandatory minimum-security measures and procedures that are based on the concept of security levels. To provide a universal standard for ships, the U.S. proposes three security levels and defines them with respect to a threat of an unlawful act against a port facility or ship. The responsibility for setting and enforcing the security levels rests with the Contracting Government. The U.S. is of the opinion that Contracting Governments have a responsibility to assist ships and port facilities with intelligence gathering as well as protection.

### **Declaration of security**

7 One of the primary components of the proposed security code is the requirement for a Declaration of Security (DOS) agreement to be executed between the responsible ship and port facility security officers. The DOS provides a means for ensuring that the critical security concerns are properly addressed and security will remain in place throughout the ship’s activities within the port. Security for the ship is properly addressed by delineating the responsibilities for security arrangements and procedures between a ship and port facility. This obligation is similar to the existing U.S. practice for ship/facility oil transfer proceedings. Currently, prior to each oil and hazardous material transfer, both the ship representative and the terminal representative sign a document. This agreement is made hundreds of times every day and has proven to be a successful preventative measure. The U.S. believes the DOS will provide a similar preventative protocol and will ensure clear lines of responsibility between all parties. Due to the significant number of potential ship/port interface activities within a port, it is infeasible to require a DOS for all such operations. The U.S. proposes that the Contracting Government be allowed to determine when the DOS is required for each type of ship/port interface activity by assessing its risk to the port.

### **Certification and communication of information**

8 The U.S is proposing a balanced package of elements to reinforce the need for control and verification, including new provisions on Administration responsibilities, ship’s responsibilities, port facility’s responsibilities, and port state control action. To ensure verification and control the U.S. believes that ships should carry certificates and port facilities should provide information to the Organization. This will ensure both comply with the Code.

9 Under this proposal, Administrations would be required to issue a Ship Security Certificate after ensuring the ship complies with the requirements of the Code. This certification

process is well established within SOLAS and, as proposed, aligns with the Harmonized System of Survey and Certification (HSSC).

10 To ensure port facility compliance, Contracting Governments would be required to provide information to verify completion of a Port Facility Vulnerability Assessment and completion of a Port Facility Security Plan as well as other requirements of the Code. Considering the principles of sovereignty, the U. S. considers that the communication of information should be limited to information equivalent to what is available in a ship's certificate, such as completion dates, verification dates, names of the organizations carrying out the plan, and other information.

11 The U.S. proposes that Contracting Governments provide Port Facility Security information to IMO. Precedent for this type of communication to IMO has been set in other instruments such as the 1995 STCW amendments. The 1995 STCW amendments introduced provisions on communication of information along with an agreement on a formal role to be played by the Secretary General of IMO. Similarly, the U. S. believes that the proper repository of Port Facility information should be with the Secretary General who can ensure centralization and accessibility of information critical to security. In addition, the U. S. believes that this information should be made available to Contracting Governments, to allow them to enforce control and verification, in the form of Port State control, to protect their people, property and marine environment.

### **Recognized security organization**

12 The U.S. proposes to designate "Recognized Security Organizations" to carry out certification and survey functions required by the provisions of the Security Code. Under the existing SOLAS 74 provisions, flag States may authorize organizations to act on their behalf in the surveys and certification as required by the Convention. Considering these provisions, the U.S. believes, due to the nature of the security-related concerns and issues, Administrations should authorize only those organizations that have experience with security and anti-terrorism matters.

13 IMO Assembly resolution A.739(18) provides general guidance for the authorization of organizations acting on behalf of Administrations. This guidance only addresses the necessary safety-related expertise when assessing the design, construction and equipment of merchant ships. The United States believes that additional guidance should be developed by the Organization to assist Administrations with minimum standards for maritime security.

### **Control Measures**

14 The United States has proposed amendments to Chapter XI of SOLAS establishing an International Code for the Security of Ships and Port Facilities. For a security measure to be effective, there must be a means of control by the Port State. This is necessary to ensure that the port is adequately protected from vessels or people who are posing a security threat to it. The U.S. proposes a separate control measure contained within the security code. This measure recognizes and provides a means of addressing the unique considerations presented by security concerns for vessels, ports and facilities which are separate and distinct from safety concerns. The Port State must be able to confirm that the ship does not pose a threat to the Port State well in advance of its arrival or initial ship/port interface activity. It also must have the ability to control a vessel in advance of an examination of certificates or documentation. The U.S. believes that the current control measures provided in Chapter I Regulation 19 are insufficient to allow

definitive control over ships with regard to security measures well in advance of any ship/port interface activity.

15 Control measure decisions may affect existing assembly resolutions. Depending on the control measure decisions reached at the Conference, Port State Control Assembly resolutions may have to be reviewed and amended to include relevant security requirements. The U. S. believes that additional guidance should be developed to assist Administrations with Port State Control issues related to security.

#### **Outcome of DE 45**

16 At the forty-fifth session of the Sub-Committee on Ship Design and Equipment, an informal working group on Maritime Security was established. The informal working group proposed adding definitions to regulation XI/5 contained in annex to MSC 75/17/2/Add.1. The United States agrees with the addition of these definitions and has included them in paragraphs 14 through 18 of Regulation XI/5 of annex 1 of this paper

#### **Action requested of the Committee**

17 The Committee is invited to consider these proposals when discussing Government obligations.

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## ANNEX 1

1 The following are suggested changes to the proposed text of “**Part B – Special Measures to enhance Maritime Security**” of **Chapter XI of SOLAS 74 as amended** (see Annex 1 to MSC 75/ISWG/WP.4)

**INTERNATIONAL CONVENTION FOR  
THE SAFETY OF LIFE AT SEA, 1974 AS AMENDED**

**Chapter XI**

**SPECIAL MEASURES TO ENHANCE MARITIME SAFETY**

**Part B – Special Measures to enhance Maritime Security**

**Regulation 5**

**Definitions**

For the purpose of this Part, unless expressly provided otherwise:

1 “Mobile Offshore Drilling Unit” means a mobile offshore drilling unit as defined in regulation IX/1.

2 “Fixed Platform” means an artificial island, installation or structure permanently attached to the sea-bed for the purpose of exploration or exploitation of resources or for other economic purposes.

3 “Floating Platform” means a buoyant facility that is secured and substantially moored without a special effort. The term includes but is not limited to – tension leg platforms, floating production storage and offloading systems, and spar buoys that are site-specific and not intended for periodic relocation, and permanently moored semi submersibles or shipshape hulls. This also includes Mobile Offshore Drilling Units while on location, whether mechanically propelled or not. ~~(to be developed).~~

4 “Designated Authority” means the organization or organizations or the administration or administrations identified by or within the Contracting Government as responsible for ensuring the ~~development, implementation of this Part, and maintenance of Port Facility Security Plans and/or flag State Ship Security Plans, or both.~~

5 “Port” means the area, through which vessel traffic and maritime commerce flow or people are transported, including areas ashore (extending to intermodal and cargo storage areas) and on the adjacent water (to include anchorages and approaches), as defined by the designated authority.

6 “Ship/port interface” means the activities that occur when a ship ~~engaged on an international voyage~~ is directly and immediately affected by an action ~~[within the port]~~ involving the movement of people, goods or the provisions of port services to or from the ship as defined by the designated authority.

7 “Port Facility” means a location within a port at which ship/port interface occurs.

8 “Company” means the Company as defined in regulation IX/1.

9 “[....] Code” means International Code for the Security of Ships~~—~~, Mobile Offshore Drilling Units and Fixed and Floating Platforms and of port facilities ~~and to Fixed and Floating Platforms~~ adopted by the resolution [....] of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974, on the [....] December 2002, as may be amended by the Organisation, provided that:

- .1 amendments to Part A of the [....] Code are adopted, brought into force and take effect in accordance with article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I; and
- .2 amendments to Part B of the [....] Code are adopted by the Maritime Safety Committee in accordance with its rules or procedure.

10 “Security Levels” means the delineation of the degree of risk associated with the threat of an unlawful act against a ship, mobile offshore drilling unit, port facility, a fixed or floating platform, or to areas adjacent to them.

11 “Risk” means the measure of the probability and severity of adverse effects.

12 “Declaration of Security” means an agreement executed by the responsible ship and port facility security officers to ensure required security measures have been carried out prior to a ship/port interface activity.

13 “Recognized Security Organization” means an organization with an expertise in security and anti-terrorism matters that is recognized as capable of performing statutory work on behalf of a flag State Administration in terms of certification and survey functions connected with the issuance of security-related international certificates.

14 “Oil tanker” means an oil tanker as defined in regulation II-1/2.12.

15 “Chemical tanker” means a chemical tanker as defined in regulation VII/8.2

16 “Gas carrier” means a gas carrier as defined in regulation VII/11.2.

17 “Bulk carrier” means a bulk carrier as defined in regulation IX/1.6.

18 “High speed craft” means a craft as defined in regulation X/1.2.

## **Regulation 6**

### **Requirements for Ships, and Mobile Offshore Drilling Units ~~and Fixed and Floating Platforms~~**

1 This regulation applies to the following types of ships when engaged on international voyages;

- .1 passenger ships; and

- .2 cargo ships of 500 gross tonnage and above; ~~and~~  
~~.3 mobile offshore drilling units]~~

2 This regulation also applies to mobile offshore drilling units, not on location and mechanically self propelled, and fixed and floating platforms. Mobile offshore drilling units shall have a single security plan that incorporates the requirements of Section 5.2 of Part A of the [...] Code when not on location and the requirements of Section 10.2 of Part A of the [...] Code when on location.

3 The ship, Mobile Offshore Drilling Units, ~~and Fixed and Floating Platforms]~~ and the company ~~operating the ship, Mobile Offshore Drilling Units and Fixed and Floating Platforms]~~ shall comply with the relevant requirements of Part A of the [...] Code as specified in the [...] Code and in so far as practicable with Part B of the [...] Code. For the purpose of this regulation the requirements of Part A of the [...] Code shall be treated as mandatory.

## **Regulation 7**

### **Requirements for Port Facilities and Fixed and Floating Platforms**

1 This regulation applies to:

- .1 port facilities serving ships engaged on international voyages; and  
.2 fixed and floating platforms and mobile offshore drilling units on location.

2 Mobile offshore drilling units shall have a single security plan that incorporates the requirements of Section 5.2 of Part A of the [...] Code when not on location and the requirements of Section 10.2 of Part A of the [...] Code when on location.

3 The Port Facility, and the Fixed and Floating Platforms, shall comply with the relevant requirements of Part A of the [...] Code as specified in the [...] Code and in so far as practicable with Part B of the [...] Code. For the purpose of this regulation the requirements of Part A of the [...] Code shall be treated mandatory.

~~[3 Contracting Governments shall consider the extent of application of the present regulation and of the relevant sections of Part A of the [...] Code to those port facilities which, although they have been designed for, are intended and are used primarily by ships not engaged on international voyages, are required, occasionally, to receive ships arriving or departing on an international voyage.]]~~

4 Contracting Governments shall consider and allow appropriate equivalencies for relevant requirements of Part A of the [...] Code to those port facilities which, although they have been designed, intended, and are used primarily by ships not engaged on international voyages, have no more than 6 ship/port interface activities involving ships on an international voyage annually.

**Regulation 8 (reserved for Means of Alerting) – MSC 75/17/2/Add.1, Annex.**

**Regulation 9**  
**Ship/Port Interface Requirements**

1 In accordance with Part A of this Code, the Contracting Government shall set security levels and provide security level information to port facilities under its jurisdiction and to each ship entering a port or place subject to the jurisdiction of the Designated Authority prior to the ship conducting ship/port interface activities.

2 The Contracting Government shall designate and communicate the appropriate ship/port interface activities required for each security level. The Contracting Government shall also communicate when a Declaration of Security shall be completed.

**Regulation 10**  
**Equivalencies**

1 Contracting Governments may prescribe security measure equivalencies as allowed under Regulation 7.3 of this chapter if it is satisfied that such equivalent arrangements are as effective as those in Part A of the [...] Code. Information on equivalencies shall be provided to the port State upon request.

2 Contracting Governments may enter into bilateral or multilateral agreements that include equivalent arrangements to Regulations 6 and 7 of this chapter, if the international voyage is exclusive to the signatories of such an agreement.

3 The Administration may accept alternative arrangements for a particular ship or group of ships, if it is satisfied those alternative arrangements provide at least the same degree of security for the ship or group of ships and the Port(s) at which they call as represented by the requirements in Part A of the [...] Code. Any Administration which allows such alternative arrangements shall communicate to the Organization particulars thereof.

**Regulation 11**  
**Certification**

1 A Certificate called a Ship Security Certificate, shall be issued to every ship by the Designated Authority or a Recognized Security Organization, or at the request of the Designated Authority by another Contracting Government. Before issuing a Ship Security Certificate, the Designated Authority, Recognized Security Organization, or, at the request of the Designated Authority, another Contracting Government, shall verify that the ship is in compliance with the provisions of Part A of the [...] Code.

2 A Certificate shall be issued for a period specified by the Designated Authority, which shall not exceed five years from the date of issue. A Certificate shall be endorsed annually by the Designated Authority, a Recognized Security Organization, or by another Contracting Government at the request of the Designated Authority, to verify compliance with the provisions of Part A of the [...] Code. In every case, the Designated Authority assumes full responsibility for the Certificate.

3 The Ship Security Certificate shall be kept on board the ship in order that the Master can produce it upon request for verification.



4 A Certificate issued by a Designated Authority shall be accepted by the other Contracting Governments and regarded for all purposes covered by this Part as having the same validity as a Certificate issued by them.

5 The Certificate shall be drawn up in the form corresponding to the model given in Appendix 1 to this Convention and shall be written at least in English, French, or Spanish. If an official language of the issuing State is also used this shall prevail in the case of a dispute or discrepancy.

6 A Certificate shall cease to be valid if significant changes in the ship's security systems or operations have occurred.

## **Regulation 12** **Communication of Information**

1 Each Contracting Government shall provide the information specified in Part A of the [ ] Code to the Organization and annually update thereafter, and at any interim date when the plan is substantially altered. This information need not be provided for port facilities discussed in 7.3 or for fixed and floating platforms.

2 When complete information as prescribed in Part A of the [...] Code has been received, the Organization shall make the information available to Contracting Governments through a readily accessible means.

3 When operating within the jurisdiction of another Contracting Government, each fixed or floating platform shall provide the information specified in Part A of the [ ] Code to that Contracting Government and annually update thereafter, and at any interim date when the plan is substantially altered.

## **Regulation 13** **Control on Security Requirements**

1 Every ship, when conducting ship/port interface activities within a port of another Contracting Government, is subject to control by officers duly authorized by such Government concerning security requirements, when there are clear grounds for believing that the ship, its crew, its cargo, or its operation poses a risk to the Contracting Government's people, property, or the marine environment.

2 Notwithstanding any provision contained in regulation I/19, the Designated Authority carrying out control may take such steps as will ensure the ship will no longer be in violation of this part or no longer pose a security risk. Actions under this provision may include, but are not limited to, the ship's delay, detention, restriction of operations, expulsion from the Contracting Government's port, or denial of entry into that port.

3 In the event of this control giving rise to a security-related intervention or restriction of any kind, the officer carrying out the control shall forthwith inform, in writing the Consul or, in his absence, the nearest diplomatic representative of the State whose flag the ship is entitled to fly of all the circumstances in which the intervention or restriction was deemed necessary.

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## ANNEX 2

1 The following are suggested changes to the proposed text of **Section A** – on Ship and Port Facility Security of the **International Code for the Security of Ships** (see annex 2 to MSC 75/ISWG/WP.4)

### ~~[[Draft]]~~ **International Code for the Security of Ships [~~Mobile Offshore Drilling Units and Fixed and Floating Platforms~~] and of Port Facilities [~~and Fixed and Floating Platforms~~]**

#### Part A

#### **Mandatory requirements regarding the provisions of Part B of Chapter XI of the Annex to the International Convention for the Safety of Life at Sea, 1974 as amended**

### 1 Introduction

1.1 This Part of the International Code for the Security of Ships [~~Mobile Offshore Drilling Units and Fixed and Floating Platforms~~] and port facilities [~~and to Fixed and Floating Platforms~~] contains mandatory provisions to which reference is made in Part B of Chapter XI of the Annex to the International Convention for the Safety of Life at Sea, 1974 as amended.

#### **Objectives**

1.2 The maritime security objectives are to:

- .1 ensure maritime domain awareness;
- .2 ensure a secure maritime operating environment;
- .3 provide adequate response to security threats; and
- .4 mitigate the consequences caused by breach of security.

#### **Functional Requirements**

1.3 In order to achieve the objectives set out in paragraph 1.2, the following functional requirements are embodied in this Code:

- .1 gather and assess information with respect to terrorist threats or unlawful acts, and exchange such information with appropriate Contracting Governments;
- .2 develop communication protocols for ships and port facilities to heighten awareness;
- .3 prevent the unauthorized access to the ships, port facilities and their restricted areas;
- .4 prevent the introduction of prohibited weapons, incendiaries, or explosives aboard ships;
- .5 provide a means of raising an alarm to security threats;
- .6 prevent the unauthorized operation of ships and port facilities;

- .7 require comprehensive ship and port facility security plans based upon vulnerability assessments;
- .8 provide security training to ensure familiarity with security plans; and
- .9 determine/model worst case scenarios and provide mitigation procedures to respond to the security threats.

**2 Definitions** (NOTE – Additional definitions are contained in MSC/75/17/X (Ship Security submitted by the United States) and MSC 75/17/X (Port Facility Security submitted by the United States)).

a. For the purpose of this Part of the Code, unless expressly provided otherwise:

- .1 “Convention” means the International Convention for the Safety of Life at Sea, 1974 as amended.

2.2 Terms not otherwise defined in this Part of the Code have the same meaning as the meaning attributed to them in the Convention.

### **3 Application**

3.1 Sections 9 to 13 and [....] to [.....] of this Part of the Code apply to ships ~~[, Mobile Offshore Drilling Units and Fixed and Floating Platforms]~~ as specified in regulation XI/6 of the Convention and in addition to Companies as specified in regulation XI/6 of the Convention.

3.2 Sections 14 to 18 and [....] to [.....] of this Part of the Code apply to Port Facilities ~~[and to Fixed and Floating Platforms]~~ as specified in regulation XI/7 of the Convention.

Sections 4 to 8 are new additions. The existing sections 4 through 13 as shown in MSC 75/ISWG/WP.4, Annex 2, should be renumbered accordingly.

### **4 Responsibility of Administrations and Contracting Governments**

4.1 The Administration or a Recognized Security Organization shall give effect to the provisions of this Code as it applies in Regulation XI/6 of the Convention.

4.2 Contracting Governments shall give effect to the provision of this Code as it applies in Regulation XI/7 of the Convention.

### **5 Ship/Port Interface Security Requirements**

5.1 The Contracting Government shall set and provide protection from terrorist activities or unlawful acts at each security level based on a variety of considerations. Contracting Governments must consider information on suspected terrorist activity or unlawful acts in order to set and protect ships and port facilities at each security level. When establishing security levels, Contracting Governments must also consider the probability and gravity the result of such an act or activity would have on its people, property, or marine environment. Higher security

levels shall indicate greater risk of a terrorist activity or unlawful act. Evaluation of this threat information shall include:

- .1 the degree that the threat information is credible;
- .2 the degree that the threat information is corroborated;
- .3 the degree that the threat information is specific or imminent; and
- .4 the degree of gravity of the activity or act's potential consequences.

5.2 The Contracting Government shall determine when a Declaration of Security shall be completed by assessing the risk ship/port interface activities pose to the Contracting Government's people, property, or marine environment.

5.3 The Declaration of Security delineates the responsibilities for security arrangements and procedures between a ship and port facility. The Ship Security Officer and the Port Facility Security Officer or other entity responsible for shore-side security shall complete the Declaration of Security when the Contracting Government designates it to be completed.

5.4 The Declaration of Security shall address security requirements that could be shared with a port facility and state the responsibility for each.

5.5 A copy of the Declaration of Security shall be kept by both the ship and the port facility or other entity responsible for shore-side security and made available to the Delegated Authority of the Contracting Government.

5.6 A ship that cannot comply with the requirements of the security level set by the Designated Authority of the Contracting Government, shall notify the Designated Authority prior to conducting any ship/port interface activity or prior to entry of the Contracting Government's port, whichever is earlier.

## **6 Communication of Information**

6.1 Within 1 year of entry into force of this Code, each Designated Authority shall provide the following information related to the requirements for Port Facilities to the Organization:

1. for each port facility, list all terminals addressed within the Port Facility Security Plan;
2. the names of the organizations that approved the Port Facility Security Plan; the approval date of the plan; the date of the last Port Facility Plan exercise; verification that there were or were not non-conformities identified during the last Port Facility Plan exercise and that appropriate corrective actions were taken to remedy non-conformities; if non-conformities are not corrected, the date correction is anticipated and the names of the terminals affected.
3. the name of the organization that carried out the port facility vulnerability assessment; the date the assessment was verified by the Designated Authority; verification that the assessment was sufficiently detailed to meet all requirements contained in this Code.

6.2 The Designated Authority is responsible for updating the information communicated to the Organization in the report required by paragraph 6.1.

6.3 If port facility security circumstances change to reflect a risk, such as repeated or systematic breaches in security during cargo operations, the Contracting Government shall make an immediate report to the Organization.

6.4 The Organization shall maintain the information submitted by the Designated Authority and make the information available to Contracting Governments through a readily accessible means. The Organization shall disseminate Reports submitted pursuant to the requirements of paragraph 6.1 in an expeditious manner.

## **7 Control on Security Requirements**

7.1 Ship Security Plans are not generally subject to review by officers of the Designated Authority of the Contracting Government. In the event the officer carrying out the control detects a potential breach in security, access to the Ship Security Plan is authorized to verify the ship security requirement and identify an appropriate corrective action.

7.2 The Designated Authority carrying out control may deny entry or impose operational restrictions on any ship, if the ship embarked personnel, loaded cargo, or conducted ship/port interfaces activities at a port facility not meeting the requirements of this Code.

## **8 Alternative Arrangements**

8.1 Where there is a conflict between safety and security requirements within the Convention, ships and port facilities shall incorporate safety measures to the fullest extent. Administrations or Contracting Governments may approve alternative arrangements to ensure security provisions required by the Code are met to the fullest extent possible. Any Administration or Contracting Government which allows such alternative arrangements shall communicate to the Organization particulars thereof.

8.2 The Contracting Government may allow a Port Facility Security Plan and port facility vulnerability assessment to cover more than one port facility if the operator, location, operation, equipment, and design among these port facilities are similar. Any Contracting Government which allows such alternative arrangements shall communicate to the Organization particulars thereof.

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## ANNEX 3

1 The following is proposed text of **Part B** – on Ship and Port Facility Security of the **International Code for the Security of Ships**

### International Code for the Security of Ships and of Port Facilities

#### Part B

#### Recommendatory requirements regarding the provisions of Part B of Chapter XI of the Annex to the International Convention for the Safety of Life at Sea, 1974 as amended

#### 1. Introduction

*No additional guidance.*

#### 2. Definitions

*No additional guidance.*

#### 3. Application

*No additional guidance.*

#### 4. Responsibility of Administrations

4.1 A Contracting Government may make information on any Port Facility Plan or Port Facility Vulnerability Assessment available to another Contracting Government to enable verification of their conformity with this Code.

#### 5. Ship/Port Interface Security Requirements

5.1 The Declaration of Security should be completed:

- .1 prior to embarking passengers at a terminal;
- .2 when the Contracting Government of the Port State may deem as high-risk, prior to entering a port; and
- .3 prior to mooring alongside a fixed or floating platform for an extended period of time.

5.2 The Declaration of Security should, at a minimum, address the following:

Port facility:	Location:	
Ship:	Date:	
	<b><u>Terminal</u></b>	<b><u>Ship</u></b>
1. Establish communication protocol between ship and port facility and procedure to raise an alarm to security threats.		
2. Prevent the unauthorized access to the ships, port facilities and their restricted areas:		
• Access points to ship and port facility are continuously monitored.		
• Adequate lighting in place on the ship and port facility.		

• Identification of personnel entering the ship and port facility is checked.		
• At heightened security levels, establish roving patrols.		
• Barriers deployed if necessary to keep vehicles away from ship.		
3. Prevent the introduction of prohibited weapons, incendiaries, or explosives aboard ships;		
• Designated areas to conduct screening.		
• All persons and items taken aboard ships are subject to screening.		
4. Restricted areas;		
• Are established as required by ship and facility security plans.		
• Those restricted areas that affect both ship and port facility personnel are communicated.		
5. Exchange information with respect to threats. Brief crew and shore side personnel of any specific threat information		
6. Establish mitigation procedures to respond to security threats.		
The ship and port facility security officers should initial each of the items above, as applicable, and then sign below.		
I do certify that I have personally inspected this ship and port facility with reference to the recommendations listed above.		
Port Facility Security Officer:	Date/Time:	
Ship Security Officer:	Date/Time:	

## 6. Communication of Information

*No additional guidance.*

## 7. Control on Security Requirements

*No additional guidance.*

## 8. Alternative Arrangements

*No additional guidance.*

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**ANNEX 4**

1 The following is a suggested form for the proposed Ship Security Certificate to be added to Appendix 1 of the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988.

**Form of the Ship Security Certificate****SHIP SECURITY CERTIFICATE**

(Official seal)

(State)

Issued under the provisions of the  
**INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,**  
 As modified by the Protocol 1978 relating thereto,  
 Under the authority of the Government of

\_\_\_\_\_  
 (name of the State)

by \_\_\_\_\_  
 (person or organization authorized)

Particulars of ship:

Name of ship.....

Distinctive number or letters.....

Port of registry.....

Gross tonnage.....

Deadweight of ship (metric tons)<sup>2</sup>.....

Length of ship (regulation III/3.10).....

IMO Number<sup>3</sup>.....Type of ship<sup>4</sup>

Oil tanker

Chemical tanker

Gas Carrier

Cargo ship other than any of the above

Passenger Ship

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced.....

Security Plan:

.....  
(Date approved)

.....  
(Name of State or organization  
approving the plan)

THIS IS TO CERTIFY THAT:

- 1 the ship has been surveyed in accordance with the requirements of regulation XI/6 of the Convention, as modified by the 1978 Protocol.
- 2 the survey showed the security arrangements, equipment and plan complied with the requirements of the Convention.
- 3 the ship was provided with a ship security alarm complying with regulation XI/8.

This certificate is valid until.....

Issued

at.....  
(Place of issue of certificate)

.....  
(Date of issue)

.....  
(Signature of authorized official  
issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

This is to certify that the ship has been surveyed in accordance with the requirements of regulation I/-- of the Convention, as modified by the 1978 Protocol.

1<sup>st</sup> mandatory annual survey

Signed: .....

1<sup>st</sup> unscheduled inspection

Place: .....

Date: .....

2nd mandatory annual survey

Signed: .....

2nd unscheduled inspection

Place: .....

Date: .....

3rd mandatory annual survey

Signed: .....

3rd unscheduled inspection

Place: .....

Date: .....

4th mandatory annual survey

Signed: .....

4th unscheduled inspection

Place: .....

Date: .....

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